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Republican.

WASHINGTON CITY, D. C., THURSDAY MORNING, AUGUST 1, 1867.

NO. 111.

PRAVELER'S GUIDE.

BANTIMORS AND OHIO RAILBOAD.

FUR BRANTIMORS.—Trains ligare dully, except the may at 70 and 750 m. m., and 1515, 200, exand 5:45 p. m. On Benday, at 7:45 s. m., and 4:5

DEPARTMENT OF THE INTERIOR

Antional Republican.

grow the same volume, p. 430, to show when a garty was deemed accessory before the fast. If a man employ another to kill a third pasty, the agent committing the murler could be tried and hung, but the party employing bim could be tried as accessory only, and read from the same volume, pp. 616 and 017. These principles were at the very foundation of Roglish faw. The learned counted would ask the Court to abolish all differences as to principal and accessories, but he submitted it could not be done.

Mr. Merrick here read from Russell and Ryan's Crown Cases, pp. 25, 113, 246, 263, 421, to show that persons not present, who were not sufficiently near to give aid, were not principal. THE STATE OF THE S

Over One Hundred Men Buried Alive in a Coal Mine. The columns of the German papers ar

filled with the particulars of the greatest disaster that ever desolated any mining district.

district.

On the 1st of July last the wooden framework of a thousand five hundred feet deep pit of a coal mine in the neighborhood of Lugau, in Saxony, gave way, blocking up with an impenetrable mass of timber and rock the pit at a depth of about three hundred ells from the top. At the moment of the disaster one hundred and two men, nearly all of them the supporters of large families, were working at the bottom of the mine. Their provisions were only calculated for one day. On the 5th of July, the date of our latest news by mail, the place where the fallen misses had stopped the pit was of such a solid structure that the water was standing on it many feet high. From all sides the most available help was offered, but the conviction that nothing could be done seen enough to save the unfortunate micon enough to save the unfortunate mi-ners, weakened, as it seems, any energetic florts. They were doomed to die of starefforts. They were doomed to die of star vation and want of fresh air. On the 4th of July all attemps to reach the bottom of

From Our Western Correspondent
Cuckee, Lt., July 27, 1867.
Having just arrived in this city, per Baltimore, Harrisburg, and Pittaburg, I will

you a few notes on my trip, for it has a so extremely pleasant I cannot re ess my admiration of the couts and its

I left Washington intending to take rtain route, but having occasion to stop er at several stations, and not caring to iness in town with a trunk on each shoulder, I did not present checks for them till ready to resume my journey, and was invariably met with a bill for storage. I have traveled over fifteen thousand miles in the past few years, but never before came in collision with storage bills. Room in other depots may not be so elegant or so precious, trutks may not receive such dainty handling or fight fingering, but roo being an exquisite "bound in green and gold," I selected a less expensive route—the Northern Central.

On this road everything is well arranged for the accommodation and comfort of travelers. The scenery is quiet and beautiful. Under its soothing influence time passes as rapidly as the train, till the eye falls upon Harrisburg, a queer city in truth, with a royal lover, the Susquehanna forever sighing at her feet. Here I "changed cars," taking the express for Pittaburg, Until this occasion I never realized the "charm" in traveling either for business or pleasure, having never hear

ttaburg. Until this occasion I never alized the "charm" in traveling either or business or pleasure, having never been over this route before. The ladies' care

for business or pleasure, having never been over this route before. The ladies' cars are really elegant in furnishing and finishing. The floors are white and neatly dauted, the water fresh and cold, the air pure and refreshing from the hills and the mountains. I fancied myself in Oberon's fairy chariot, floating in an enchanted ride until the entre of a Brot signogian conductor, whose "your ticked, please" dissolved the spell, dispelled the spell, and brought "Richard to himself again." For many miles we ran alongside the lovely Juniata, one of the most beautiful rivers I have ever seen, reminding me in many instances of the quiet beauty of English rivers. Its waters sparkle diamonds in the sunshine, with the music of laughing undines in the spray. Emerald fields reach over fairy banks to embrace its crystal dopth, then reluctantly retiring loss themselves in dark woodlands beyond, as if mourning for the radiance and the beauty they were compelled to desert. Further on beauty gives place to grandeur. These mountains through which we pass reach the skies. The train sweeps through the clouds. Mr. Editor, if you desire to sit in the elevations of the sublime follow the example of our most illustrious Grant. He rode on the engine over these majestic example of our most illustrious Grant

When we arrived at Pittsburg, I involuntarily uttered the exercism of Agrippa
to his dovid dog, "Abage abhing," atc.

Black clouds seemed touching the earth
everywhere, and blacker ones rising to the
heavens. Bunyan's Valley of the Shadow
of Death, although more terrible, could not
have been darker or gloomier to the unprepared mind; and the constant shrieks
of the countless locomotives furnished a
not inapt parallel to the angry cries of
Apoliyon. I was, however, not in total
ignorance of the colored status of the town,
and my feminine apprehensions of dauger
soon passed away as I saw people walking
unharmed through the darkness. The
clouds proved to be smoke arising from
the numerous manufactories of steel and
iron. I learned that the Pittsburg mills

the numerous manufactories of steel and iron. I learned that the Pittsburg mills have the capacity of producing one hundred and thirty thousand tons annually, but the quantity actually produced during 1866 was only forty-one thousand. Free-traders should tell us why they were run to only one-third of their capacity.

The Pittsburg and Fort Wayne road is productive of less excitement to the traveller than the Pennsylvania Central; but it passes through a very beautiful country. It runs through the smooth fields and heavy forests of Ohio and Indiana. "Sweet slumber" stole from my contemplation the sweeter scenes of Ohio, but those of Indiana seemed to yie with each other in recomsemed to vie with each other in recom-

seemed to vie with each other in recom-pensing the loss.

The succent hanging gardens of the Fast must certainly have escaped from their former ignominious positions to grace these smiling prairies of the West. My-riadic millions of flowers—red, orange, blue, purple, white, crimson, scarlet, yel-low, golden—every hue and fairest form, mingled with the waving grass. I carn-estly wished for wings, even though of wax, that I might fly from the train, gather

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